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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
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with which is incorporated the
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The Daily Press.

HONGKONG, OCTOBER 25TH, 1907.

It is curious how a sentiment or idea passing from mouth to mouth, repeated parrot-wise and still passed on, can become crystallized into something like a popular conviction. The number of men in Hongkong who have lately expressed it as their private and particular, and deliberately evolved opinion that no man should ever be convicted on the capital charge on the strength of "circumstantial evidence" is incalculable, but we have reason to estimate it at something large. The first man who set the on dit rolling among the TOMLINSONS was doubtless thinking of historical incidents read and remembered, in which capital punishment had, as it afterwards turned out, wrongly and unjustly followed inferences and deductions from circumstances prima facie suspicious. One or two unjust executions, based on suspicious circumstances afterwards explained away, are enough to make men chary of accepting anything short of the most conclusive evidence; and it is certain that many an unfortunate has been hanged by the English law on very slender circumstantial evidence indeed. There was, in fact, a time when circumstances were strained and twisted by the prosecution somewhat after the manner described by DICKENS in the famous trial of BARRELL v. PICKWICK. On

the other hand, it is obvious that if no murderers were to be punished save those caught red-handed, or testified against by eye-witnesses of the crime, a great many undesirable characters would be turned loose upon Society, and the number of such crimes—about two hundred a year in the United Kingdom—would inevitably increase. It is not "circumstantial evidence" that needs to be shyed at, but the paucity of it. One or two suspicious circumstances are not enough for a verdict of guilty, and jurors and the public do right to hesitate. When there is a whole chain of such suspicious or incriminating circumstances, however, all dovetailing neatly, it is mere weakness to shrink from the necessities of the case by a dislike for the somewhat misunderstood term "circumstantial evidence." In the great majority of cases, no other evidence is possible. Murderers do not usually go to work in the presence of witnesses. Suppose a man were known to have spent the day with another, and that other were found a bleeding corpse, with the man washing his hands and concealing a knife a few yards away, and that he made an attempt to run away when interrogated. There would be nothing but "circumstantial evidence" against him, and yet, in such circumstances, what man would believe in his innocence, what jury fail to convict? It is for the judge and jury to decide if the evidence, circumstantial or otherwise, is sufficiently strong in that particular case. There can be no generalizing of the sort we have mentioned, no "principle" such as the one that has been passing current among the gossips of Hongkong lately. We do not think that any mistake was made by the last Grand Jury to sit at Hongkong. Their decision was based on as much certainty as is humanly possible.

We were struck by one feature of the ADAMS trial that seems worth mentioning incidentally. It arose in the cross-examination of the witnesses to identification. They were asked to describe particular features, offhand, and not unnaturally were unable to do so. It seems almost supererogatory to explain the phenomenon of "remembering faces" but for the sake of worried witnesses, we may perhaps point out a fallacy of the cross-examination. Cases of "mistaken identity" are sufficiently numerous to make cocksureness unbecoming, but on behalf of that not inconsiderable class of people who "never forget a face," we are obliged to point out that such test questions as were put to some of the witnesses prove nothing, even when they bring about the desired discomfiture. This knack of remembering faces does not depend upon a conscious and deliberate inventory of the component features. It might be impossible on Monday to describe any one feature of the face remembered, but confronted with it on the Tuesday, there would be no doubt, no hesitation, in saying, "that is the man." It seems to be a visual memory, a pictorial record in that section of the brain which waits upon the eye, and it needs the stimulus of the next seeing to revive it. How often do we not say, "I have seen that face before, I am sure, but where?" To make the position clearer, ask any one of those clever and observant lawyers, in his office, to draw or describe the conformation of the Peak, as it appears from the harbour, and to tell you the approximate number of prominent buildings. Though seen by them hundreds of times, they would all fail as ignominiously as the witness who could not remember the colour of the prisoner's eyes. But now take them away, for a week, a year, even for twenty years. Bring them then into the harbour, without telling them where they are: is it likely they would hesitate to identify the scene, with certainty beyond reasonable doubt? Apparently, however, the law excuses such methods of fighting the case for the accused. The cross-examining counsel for the defence, "in the exercise of his ingenuity," as it was gravely put the other day, may ignore recognized facts, and by baffling and confusing the witnesses put even honest and well-meaning persons in an extremely unenviable light. The accused's need is so great that the witnesses are expected to "grin and bear" these discomforts. Still, it does not seem quite fair, or conducive to pure justice.

The German Mail of the 25th September was delivered in London on the 23rd inst.

There was still another plague case recorded yesterday, making 235 in all for the season.

A Singapore paper in big capitals refers to the "unbearable" Keir Hardie. Does it mean that a death by spearing were too good for him?

A widely-circulated newspaper has referred to Onida as "the best-known of living English authoresses," and Miss Marie Corelli is doing as well as can be expected.

Without wishing to raise a scare or panic, it seems to be our duty from information received to warn Volunteers encamped on Stonecutters Island and others to refrain from sea bathing.

The property next to the Belle View Hotel, known as Inland Lot 1,706, which was to have been offered for sale by public auction by Mr. G. P. Lammert, auctioneer, has been withdrawn.

Brought before the Harbour Master at the Marine Court yesterday, charged with making fast the Hongkong Hotel launch to the "Korea" and to disregarding the rules of the road Ko Fuk, the ex-swain was fined \$10. The hotel launch collided with the "Lily" and the Harbour Master decided that the former was not properly handled.

"The Gay Parisienne" was played to a large house last night and needless to say the Bandmann Opera Company gave a rendering that delighted everybody. Mr. Cole was as usual the centre of the fun, quite excellent himself, and the other principals acquitted themselves with their customary ability, encores being frequent.

"Captain" Bailey, who has served in the Salvation Army for a number of years, made his first appearance as a variety artist at a London music-hall last month. He entered the Army in 1890 as an ordinary member, and has worked in it through various grades both in England and in Canada. His musical abilities are of a high order but he became convinced that they would never be recognised in the Army as they would be on the stage. According to a London paper he scored an undoubted success, his musical sketch proving exceedingly attractive.

Next Sunday being the last Sunday in October, the month consecrated in honour of the Blessed Rosary, the Catholic community of this colony will celebrate the occasion with a solemn High Mass at the Cathedral of the Immaculate Conception at 8 o'clock in the morning, and in the evening a grand procession, with the Statue of the B. V. of Rosary, will take place round the compound of the cathedral. The ceremonies promise to be very imposing, there will be present two Bishops, Monseigneur Pozzoni of Hongkong and Monseigneur Clemente of Amoy.

While the steamer "Japan" was lying alongside the Tanjong Pagar at Singapore a free fight occurred on the 17th inst. between a number of Chinese passengers and a gang of Indians. The disturbances were quelled before the ship sailed but not before several of the belligerents suffered broken heads and other injuries. When the ship left Singapore it seemed that the incident had closed but it is reported that one of the Chinese passengers on arriving in Hongkong complained of having been assaulted on the steamer and he was sent to the hospital where he died on Wednesday afternoon. The police are making investigations.

One day last month a handsome girl, 18 years of age, interviewed a director of the Russian Steam Navigation and Trading Company at Odessa. She demanded, on behalf of the Anarchist Committee, that a school maintained by the company should be better conducted, and that the children attending it should be fed as well as educated. When the director attempted to ring a bell to summon attendants the girl checked him by threatening to throw a bomb at him. She advised the terrified director to obey the mandate of the anarchists. On leaving the director's room the girl produced a revolver and threatened to shoot a porter who tried to stop her. She joined six armed men outside the building and escaped.

A Japanese correspondent calls attention to a novel railway line which has been constructed in Osaka for the purpose of carrying foot-gear. It runs from the entrance to the exit of the Osaka branch of the well-known firm of "Takashimaya," and its purpose is to carry the clogs worn by customers—and presumably the boots or shoes of those who may wear them. At the present time a clearance sale is proceeding at the store and the salesmen are being kept busy all day long. The correspondent says that gaiters and shoes are left at the store in hundreds or thousands, and in order to prevent confusion a railway line has been constructed through a tunnel under the floor, cars running on it one after another carrying the customers' foot-gear to the exit door. The purchases having been made, the customers on leaving the building are presented with their gaiters in good order, no charge being made for "freightage."

It is quite refreshing to find how cosmopolitan the President of the Local Government Board continues despite his rise to official and cabinet political rank. He is now on a tramp on the Continent and has been exercising his legs by marching with the French Goumiers, who are out on their manoeuvres at Angoulême, and then by marching with the German Tommies, also on manoeuvre, at Braisl in Westphalia. He seems to have got on well with both, and has ventured to express disapproval of the heavy long boots which tradition imposes still upon the German army. Hans and Fritz will bless him overlastingly if the Kaiser takes the hint, although coming from a civilian and Battersea man, and consults the comfort of his troops in preference to abiding by the discomfort of tradition. Though the heat in Germany was intense, John Burns's zeal never flagged: he had an eye for everybody and everything he came across; he slept anywhere, in a barn one night, and continually took notes of the local agricultural and urban characteristics wherever fortune led him. Especially, he sampled the physique of the working masses from whom the great body of the troops are drawn.

TELEGRAMS.

[TO THE EDITOR OF THE "DAILY PRESS"]

FINANCIAL CRISIS IN NEW YORK.

LONDON, October 24th.

The panic in New York continues. The Government is aiding the banks. There has been a run on the Trust Company of America. Three Westinghouse Companies at Pittsburg are under receivers.

EMPEROR OF AUSTRIA.

LONDON, October 24th.

The Emperor Francis Joseph is recovering.

[REUTERS SERVICE.]

MR. MORLEY ON INDIA.

LONDON, October 22nd.

Mr. Morley in an important speech at Arbroath, said "Our first task in India is to keep order and quell the violence of race creeds. It is the height of folly to say that whatever is good for Canada is good for India. The Democratic Constituencies of Britain are the rulers of India. Does anyone want me to telegraph to Lord Kitchener to disband the native army, to send home the British contingent, and to bring away the whole of the Civil servants? How should we look in the face of the civilized world if we turned our backs on duty, and how bear the stings of conscience when we heard through the dark distances, the roar and confusion of carnage in India?"

ORIENTAL LABOUR IN CANADA.

LONDON, October 22nd.

At a great banquet in Ottawa, Mr. Kipling strongly deprecated the exclusion of Orientals, who within a few hours of landing at Vancouver were engaged for unskilled work which whites will not handle. The influx of Asiatics was the natural concomitant of the Asiatic trade which Canada was trying to develop.

A FURTHER SLUMP IN NEW YORK.

LONDON, October 22nd.

A fresh heavy slump has occurred in New York, which reflected on the European Bourses, owing to the National Bank of Commerce declining to clear after to-day for the Knickerbocker Trust, one of the oldest and largest Trusts in the United States.

EARRINGS BECOMING FASHIONABLE.

PENDANTS THAT WILL DROP TO THE SHOULDER.

The wearing of earrings is becoming fashionable again and these dainty ornaments have for several months been growing in length as well as in favour. We are threatened with an article that will be hanging down to the wearer's shoulder.

The earrings most affected are the pendants of our grandmothers, but whereas the long pear-shaped drops that adorned their ears were, in spite of their beauty, heavy in make and pattern, those of to-day are made only in the lightest and most elegant designs.

There is little demand for plain gold or even filigree work although occasionally a pair of genuine old Maltese earrings will find a customer. The jewelled variety is, however, the fashion of the moment.

Pearls and diamonds, or diamonds and light blue sapphires, are the favourite combinations. The dark sapphire is too heavy in appearance for these dainty works of art. Amethysts and pink pearls are in favour, and of the less costly stones the peridot and tourmaline, both pink and green, are the most worn.

The very newest and most original design is called the "double-drop." It consists of two little chains of small diamonds or pearls in an invisible setting, and each finished with a larger pearl or diamond drop. The longer chain of the two is fixed in front of the ear, the shorter at the back, so the effect when worn is of a chain of stones drawn right through the lobes of the ear.

For those who may not like the somewhat barbaric suggestion of the "double-drop" there is the "single-drop," in a variety of charming designs. Some have a tiny diamond bow, from which the jewelled chain hangs an inch or more long, finished with a pearl or sapphire or a larger diamond. Another design has the little bow in the middle of the chain, and all are as delicate as possible and of the most delicate workmanship.

WEATHER REPORT.

On the 24th at 11.55 a.m. The barometer has fallen rapidly in E. Japan, and risen moderately to considerably over China and W. Japan.

The depression is moving into the Pacific to the N.E. of Japan. The high pressure area is over Central China.

Strong monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, fresh; fair.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Luzon.	Same as No. 2.
South coast of China between Hongkong and Hainan.	Same as No. 2.

SUPREME COURT.

Thursday, October 24th.

IN CRIMINAL JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

FORGERY.

Chong Hing was indicted on the charges of forging a cheque on the Hongkong and Shanghai Bank for \$167 purporting to be drawn by one F. J. Kanga in favour of one, Thong Man Eger, and with offering and uttering the same. Defendant pleaded guilty on both counts.

His Lordship—Is anything known by the police about this man? I have read the depositions, and see he was in a position of trust to some extent.

The Attorney-General—Yes.

His Lordship (to accused)—I have read the papers and find you are a servant in a position of some trust, and I think I saw by the depositions that you read and write English. It is necessary that you should not be able to exercise that talent for sometime. You are sentenced to three years hard labour on each count, concurrently.

ROBBERY AND RECEIVING.

Cheung Kin, Chan Sam and Cheung Tsau po were indicted on charges of robbery and receiving. 1 risers denied the charges, and the following jury was empanelled:—E. Owen (foreman), S. A. Ahmed, J. Metzie, E. A. Costa, E. J. Chapman, C. B. Hayward and P. Buckle.

Hon. Mr. W. Rees Davies, Attorney-General, instructed by Mr. G. E. Morrell, from the Crown Solicitor's office, prosecuted, and Mr. G. E. Morrell, from A. Jackson (of Messrs. Johnson, Stokes and Master) was retained for the defence.

The Attorney-General stated that the prisoners at the bar were before the Court on an information charging them on the first count with robbery with violence, and on the second with being in possession of stolen property.

Regarding the second count, he pointed out that if the jury were not satisfied they were guilty of the robbery, then it was open to them to find the prisoners guilty of being in receipt of stolen property unless they could give a reasonable account of how they became possessed of it. The robbery took place at Takmu in the New Territory on the night of the 16th September. A woman named Cheung Sui-yat was living in a house there with her daughter-in-law. On the night in question the two women heard a noise, and saw five men enter the house through a skylight.

The prosecutor identified one man only—the second defendant. She would say that two were armed with knives, and the second defendant threatened to stab her to death if she made a noise. She saw all the robbers break open some boxes and take away some clothing. The mother-in-law spoke definitely to all three prisoners whom she identified as being with other two men who entered the house. A search was made at the houses of the three prisoners, and some of the property stolen that night was found in possession of the first and third defendants, but none was found in the house of the second. The case was one purely of identity, and it would be for the jury to be satisfied as to whether the prisoners were there that night. Not being satisfied as to the evidence of identity, could the prisoners then give a reasonable account of how they became possessed of the stolen property?

Evidence was called, and the case adjourned.

ST. PETERSBURG'S "YELLOW PERIL."

The Petersburg journal "Retsh" draws attention to the situation in the Far East, and in an article entitled "The Danger in the East." The paper states that whilst the Russians are debating whether to build a second line to the Railway, or a new fleet, events are now taking place which will probably make all discussion unnecessary. The Japanese Press, whilst discussing the new Russo-Japanese Treaty, say they fear that a war will break out between Russia and China. Travellers, business men, and other persons of standing, who have just returned from the Far East, state that the Japanese do not fear war between China and Russia, but are sorely siding and abetting it. The following facts are a proof that serious events are expected to take place: Chinese merchants, bankers, manufacturers, etc., are commencing to leave Kharbin and Manchuria; they are returning to the interior of China, and are taking their valuables with them. Even the Chinese servants in the employ of the Russians are leaving their masters, and all say China is going to make war on Russia. Everyone believes this is the necessary consequence of a secret agreement between China and Japan.

The Russian possessions in Eastern Asia are again swarming with Japanese photographers, commercial travellers, and others. Everything is just as it was before the outbreak of the last war. The Chinese troops are being hastily organized after European and Japanese methods, but under the leadership of Japanese officers! All who have seen these new Chinese troops say that they are something quite different from the "brown" Chinese of seven years ago. They constitute a force which is terrible, not only formidable on account of their training and numbers, but because they will fight in their own country. That China is arming with the greatest care is evident from the fact that they have refused to purchase the weapons the Japanese captured from the Russians, because they intend to have better arms than the Russians had.

The Japanese have established in Port Arthur several cadet corps, sufficient to accommodate 3,000 pupils. Chinese children are to be educated in these schools, not only in military sciences, but in a Pan-Mongolian spirit. As regards Port Arthur, both the town and the fortress are in the best condition, whilst the shore batteries have been equipped with new Japanese cannon. The Japanese have also reorganized their military forces with the help of the experience they have gained in the last war. They are forming twenty new divisions, and by substituting the three years' term of service for two, the strength of the Japanese army has been almost doubled.

The "Retsh" concludes by stating that it cannot help being alarmed at all these preparations, and wonders how long it will be before they have a new war in the East.

There came recently into our possession a photograph which we would like to show to every Radical and Methodist in the United Kingdom. Two of the Chinese "slaves" of the Rand are dressed in Khaki uniforms originally made for our soldiers, with puttees and all complete, and they are grouped with two well-dressed European women and a dog. This photograph was taken north by the Rand coolies to show their friends what fine gentlemen they had been in South Africa—these down-trodden slaves about whom so much unnecessary fuss has been made.

From the same source we learned a good deal about at least one shipload of the fellows, who were being repatriated, under the Imperial Government's concession and at the cost of the British taxpayer, before their contracts had expired. A correspondent says: "These men have, or are supposed to have, no means of paying for their own passage. The concession is much abused. Several of them have money either secreted about their persons or in the safe keeping of friends. One man was recently caught in the act of trying to conceal £23 in a water spout in the Durban compound. An expedient often resorted to is to procure a draft on one of the banks in China before the application for repatriation is made. The Cantonese, with many of the northerners, prefer to conceal their worldly all about their persons. This they do entirely at their own risk, as the agency makes adequate provision for the taking of deposits and handing over the sums intact to the emigrants on arrival in China.

A Cantonese reported the other day that he had been robbed of £26, but was unable to indicate the thief. A northerner on another occasion reported that attempts were being made to get at his hard-earned savings. He had fifty sovereigns sewn up in small bundles in his clothing.

Much ingenuity is often shown in the selection of places of concealment. I know of one instance where a coolie had £20 sewn up in the soles of his boots, while another had a similar amount embedded in soap. I have repeatedly seen bank drafts for £20 and £30 being handled by Chinese on dock.

It seems that 30 to 40 per cent. of the "slaves" save coins only during their indenture. A workman can earn on the mines from £2 to £5 per month, but can only reach the latter figure by skilled piece-work. An average worker could save £50 in three years.

The coolies, in addition to hard cash, possess worldly goods of no mean value. One man is actually the proud possessor of a motor-cycle, and several others have bicycles. There are watches on board in quantity, and a coolie with some commercial instinct may occasionally be seen with as many as twenty in his belt, the idea being to retail them at a profit in his own country.

There are any number of gold watch-chains, silver watch-chains, and one or two travelling trunks, and so on. One Chinaman showed us the other day a lovely diamond ring, and presented the receipt for £27 which he had received from the Johannesburg jeweller from whom he had made the purchase. Another had a magnificent gramophone, while still another was carrying back on iron bedstead.

As for food, each coolie on board receives 1½ lb. meat, 1½ lb. vegetables, 1½ lb. rice, and unlimited tea. Condensed milk, cream, butter, extract, brandy, sherry, and arrowroot are given at the medical officers' discretion.

OPULENT "SLAVES."

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A MANILA "PROTESTANT."

There is every probability that Mr. Tatf will find, on his arrival at Manila, that the rival Christian churches are once more at variance. It is said that the committee in charge of the arrangements has decided that the first Philippine Assembly shall be opened without prayer. Due to the peculiar relations of the Roman Catholic and Protestant denominations at Manila, and to contingencies which it is feared might arise, the usual ceremony is to be dispensed with, and in the opening of the first Philippine Assembly prayer will be conspicuous by its absence. Commenting on this, the Manila Times says:—

Whatever the causes leading to such a decision, its significance cannot be denied or its responsibility evaded. It puts us, a Christian nation, on record as oblivious or regardless of an over-ruling Providence who shapes our ends and controls our destinies. Assuming the tremendous responsibilities involved in the guardianship and tutelage of a strange people, and on the threshold of one of the most momentous events in the history of the Orient, an event which may carry peace or benediction to millions who have not yet reached the light with such responsibilities and in the face of these millions we are preparing to make our Assembly a godless one.

In view of the circumstances this appears a somewhat curious comment on a decision that to most people will appear eminently correct. Even in America men are strongly divided on theological assumptions, both belief and disbelief having numerous supporters, and Congress, like the British House of Parliament, only continues to be opened with prayer because old customs die hard. In the case of the Philippines, where the Assembly will presumably include representatives who have no religious feelings whatever in common, the imposition of a Christian formula would simply be an act of intolerance. The remark about the "godless Assembly" is surprising as coming from a Manila American. It is reminiscent of clerical aspersions in the education controversy in England regarding the "godless" schools of America and Australia. —Japan Chronicle.

FOREIGN TRADE-MARKS IN JAPAN.

A correspondent of the Japan Gazette sends that journal two tins labelled "Pure Orange Marmalade," both purporting to have been furnished by the well-known English firm of Crosse and Blackwell. The two tins are identical in size, and the labels they both bear are, except in minute technical differences of type, also absolutely identical. The obvious difference begins in the fact that the genuine tin is painted blue, while the bogus is covered with a blue paper of a shade closely resembling that of the paint distinguishing the genuine. The difference continues in the fact that, owing to limitations in paper-colouring, the "blue" is not carried up to the top edge nor down to the lower edge of the bogus tins, which thus display a tell-tale yellow-brown edging. The label itself is also forged upon an orange instead of the legitimate lemon-coloured paper, though experts will note that the tins bear the proper stamps on their bottoms, indicating that they are old genuine tins revamped.

These bogus goods are sold openly in Japan and doubtless impose upon the innocent buyer everywhere. He is, of course, undeservedly upon sampling the contents. Nevertheless, while the fraud is indirectly a compliment to the original manufacturers it may seem good to purchasers of their products to closely scrutinize alleged packets of same on sale in Japan.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codan, A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE FULL REPORT OF THE TRIAL OF ADSETS at the Supreme Court published in the *Daily Press* on TUESDAY, WEDNESDAY and THURSDAY will be reproduced in the *Hongkong Weekly Press* published in time for dispatch by the French Mail on TUESDAY Morning next. Price 30 cents each per copy.

Orders for copies should be forwarded at once.

Hongkong, 25th October, 1907. 1713

WANTED.

A PORTUGUESE GENTLEMAN, experienced in Sale of Beverages. Apply with references to T. S. Care of "Daily Press" Office. Hongkong, 25th October, 1907. 1709

WANTED AT ONCE.

FIRST CLASS TYPIST AND SHORT HAND WRITER. Quick Worker with Good References required.

Apply between 11.30 A.M. and 12.30 or 2.30 and 4 P.M.

To LLOYD'S GREATER BRITAIN PUBLISHING CO., LTD., 38, Queen's Road Central. Hongkong, 25th October, 1907. 1710

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF the Estate of JAMES ALBERTO, late of the Colony of Hongkong, Gent. ex. am. Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance 1897 made an Order limiting to the 14th day of December, 1907, the time for sending in Claims against the above Estate.

All persons are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 15th day of October, 1907.

D. A. MADDA, SMITH, Solicitors for Administrators. 1711

NOTICE IS HEREBY GIVEN that the YU HING LOONG Firm (裕興隆) of No. 25, Wing Lok Street, Victoria in the Colony of Hongkong, have, on the 21st day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

(a) The representation of two Citrons with leaves and branches, and the word "Citron" in English and Chinese characters.

(b) The representation of a Chinese Block Seal with a Chain of four Jade Stone Links attached thereto. Above the whole are the Chinese characters 玉環為記 (in a scroll) meaning "Jade Stone Links as our Mark" and the words "YU HING LOONG" above the characters. Below the Mark are the words "Seal Brand".

(c) The representation of a bunch of three carambolas on a branch with leaves. On the top of the mark are the letters Y. H. L. and the Chinese characters 楊桃 (in an ornamental border) meaning "Carambola Mark". Below the Mark are the words "Carambola", "Connell Milling Company".

(d) The representation of an ornamental Chinese face as a banner standing on four legs. Above the Mark the Chinese characters 寶鼎 (in an ornamental border) meaning "Precious Incense Burning Mark" and the letters Y. H. L. above the same. Below the Mark are the words "Incense Burner", "Connell Milling Company".

(e) The representation of the said Yu Hing Loong firm aforesaid who claim to be the Proprietors thereof.

The Trade Mark (A) has been used by the applicants since the beginning of this year in respect of Flour in class 42 and the Trade Mark (B), (C) and (D) are intended to be used by the applicants forthwith in respect of the same Class of Goods; viz., FLOUR in Class 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 24th day of October, 1907.

GOLDING & BARLOW, Solicitors for the Applicants, 10, Queen's Road Central, Hongkong. 1714

THE RUSSIAN VOLUNTEER FLEET FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship "KIRW" will be ready to load about Middle of November.

For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 25th October, 1907. 1712

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of Cold Storage available at East Point. Storage will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. FARLANE, Manager, Hongkong, 18th November, 1901. 47

INTIMATIONS

THEATRE ROYAL, HONGKONG.
FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TONIGHT (FRIDAY), October 25th: The Highly Successful Musical Comedy, "THE DAIRYMAIDS."

TOMORROW (SATURDAY), October 26th: The Great Daily Theatre Success, "THE CINGALEE."

MONDAY, October 28th: The Great Apollo Theatre Success, "MR. POPPLE OF IPPLETON."

TUESDAY, October 29th: The Page of London and New York, "THE BELLE OF MAYFAIR."

WEDNESDAY October 30th: The Sparkling Military Comedy, "LADY MADCAP."

THURSDAY, October 31st: The Sparkling Chinese Comic Opera, "SEE SUE."

Musical by Sydney Jones, Composer of the "Gala."

LAST NIGHT.

FRIDAY, November 1st: "THE SPRING CHICKEN."

Box Plan Now Open at MESSRS. S. MOUTRIE & CO., LTD. Hongkong, 3rd October, 1907. 1708

COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the Military Authorities that FIELD FIRING will be carried out as under:

On the slope of Beacon Hill in a North-Westerly direction, between 8 A.M. and 1 P.M. on the 19th and 25th instant.

From Custom's Pass in a Westerly direction towards Kan-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instant.

F. H. MAY, Colonial Secretary. Hongkong, 19th October, 1907. 1687

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Offices until 12 o'clock Noon, on TUESDAY, the 12th of November, 1907, for the supply of GENERAL SUPPLIES, "A" except Mills including Indian food-stuff.

For the period from 18th November, 1907 to 31st March, 1908.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated and no tender will be noticed unless delivered under the proper form at the Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope marked "Tender" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarter Offices, Hongkong, 19th October, 1907. 1688

NOTICE.

NOTICE IS HEREBY GIVEN that on and after this Date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel, must be SIGNED by HO SHAU CHEUNG (何壽章) and HO MAN YUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any Debts contracted by any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS. Hongkong, 24th October, 1907. 1707

NOTICE.

A new Contract's Shop having been opened under the style of "HOP HING CHONG & CO." in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHEUNG, Builder & Contractor. Hongkong, 21st October, 1907. 1689

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that The STANDARD OIL COMPANY of New York have on the 15th day of August, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:

(1) The representation of an Eagle with Wings outspread holding a Laurel Branch in its right claw and Three Arrows in its left with Two Laurel Branches in the shape of a Semicircle and tied in the centre with Ribbon beneath, and under the above the words "Eagle Brand".

(2) The representation of an Eagle with Wings outspread holding a Laurel Branch in its right claw and Three Arrows in its left with Two Laurel Branches in the shape of a Semicircle and tied in the centre with Ribbon beneath, and the Chinese characters 美孚行, 新牌油, 鷹牌 (in a scroll) meaning "Meifoo Hong new brand Oil Eagle Brand" in the name of The Standard Oil Company of New York who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following Goods: Illuminating, Heating and Lubricating Oils and in particular Refined Petroleum in Class 47.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 30th day of August, 1907.

DEACON, LOOKER & DEACON, Solicitors for Applicants. 1742

INTIMATIONS

CANTON INSURANCE OFFICE, LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the under-signed at 12.30 P.M. THIS DAY (FRIDAY), 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LD., General Agents, Cantos Insurance Office, Limited, Hongkong, 25th October, 1907. 1623

REPRESENTATIVE of a First Class Hamburg Import and Export House, well acquainted with the China Trade wishes to make arrangements with a local firm of good standing for the purchase of Continental and English Goods. Please apply to B. K. 333, Care of "Daily Press" Office, Hongkong, 23rd October, 1907. 1700

IMPORTS.

WILL be shortly disengaged, Competent Man (Manchester Goods, Speciality Fancies) with good home connections and thorough knowledge of Home and China Markets. Good turn over guaranteed. Leading firms only. Apply—"INDUSTRY," Care of "Daily Press" Office, Hongkong, 22nd October, 1907. 1695

SITUATION WANTED.

BY a Young Gentleman with good experience and references. Situation as SALESMAN, or GENERAL ASSISTANT in a Mercantile Firm. No objection to Constant port, if with inducement. Apply to B.C., Care of "Daily Press" Office, Hongkong, 19th October, 1907. 1684

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY), the 25th October, 1907, at 11 A.M., at their SALES ROOMS, No. 3, Des Voeux Road, (Corner of Ice House Street), 40 Cases ST. JULIEN and GRAVES, 20 " WHISKY, 40 " GIN, 26 " BEER, 50 " WATSON'S No. 10 WHISKY, 50 " RED CROWN WHISKY, &c., &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 22nd October, 1907. 1697

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TO LET

TANG YUEN 18a and 18b, Macdonnell Road, two storied Houses with Bath-rooms, &c., at moderate rental. Apply to—WING CHEONG CHAN, 3 Connaught Road West, Hongkong, 16th October, 1907. 1662

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession. Apply to—YEE SANG FAT & CO., Same Address. Hongkong, 7th October, 1907. 1627

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to—"K," Care of "Daily Press" Office, Hongkong, 3rd May, 1907. 870

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, 9th October, 1907. 94

TO LET.

TWO GODOWNS, No. 7, W. Choi Road, and No. 3, Praya East, at moderate rental. Apply to—WANCHAI GODOWN CO., Wing Cheong Chan, Agent, 3, Connaught Road West, Hongkong, 16th October, 1907. 1633

TO LET.

"STONHEVED" 35, Robinson Road, Nos. 27, 31 and 33, SEYMOUR ROAD. Apply to—SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 22nd July, 1907. 1103

TO LET.

FIRST CLASS European Houses, Leohial Terrace and Humphreys Avenue Kowloon. Apply to—HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 1580

TO LET.

"HATHERLEIGH", CONDUIT ROAD, OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1907. 1160

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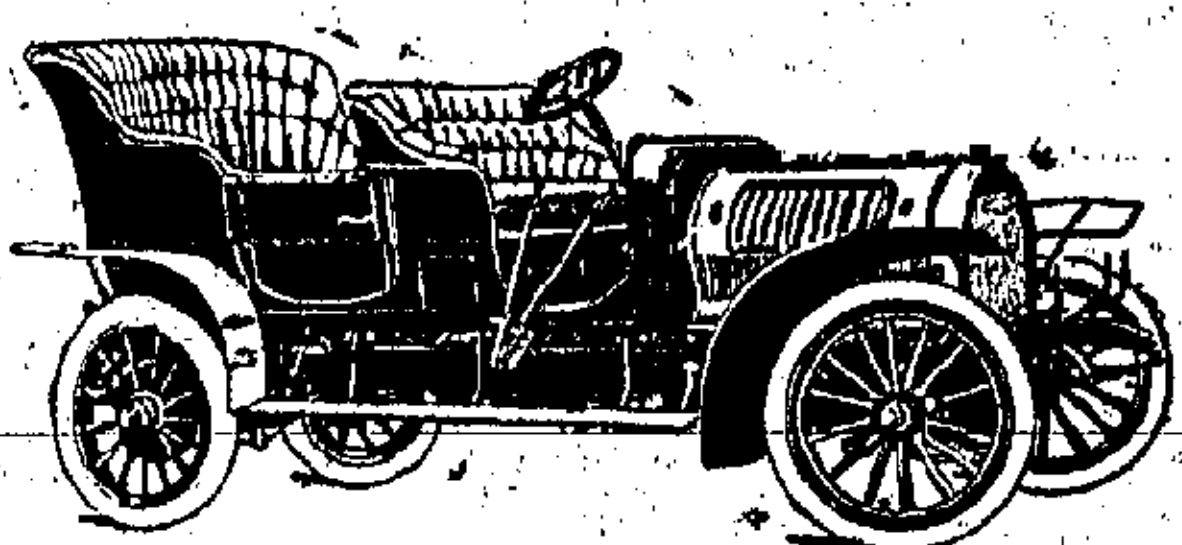
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TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Peking to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompsburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

135

ARGYLL MOTORS, LTD.

ALEXANDRIA GLASGOW.

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.

AGENTS IN THE FAR EAST

17, NEW MAIN ST., OXFORD ST. W.

LOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON Talavakette, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

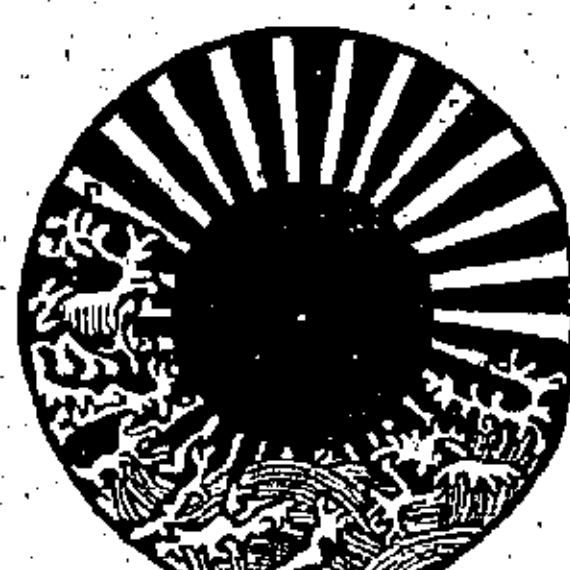
OF THE COMPAGNIE FRANÇAISE DES INDÉS ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. B. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907. Agents. 142

JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.
PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

139

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 385G. at 80, 47 and 47.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.
Hongkong, 25th October, 1906. 1869

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]
It is a part of human nature that when a man is successful there is always a certain number of critics who are ready to belittle the performance which has brought him fame. This proves to be the case in reference to the recent triumph of Prince Borghese in the ever-memorable race from Peking to Paris. It is alleged that the Prince was able to cross China at a rapid pace because of the influence which friends of his possessed at the Chinese Court. Again, too, it is stated that the Italian Noble did not make use of the same car throughout the entire journey, but used two cars of Italia make. Various other insane criticisms have been going the round, but the two mentioned will suffice to show how far jealous rivals can go in the face of the most glaring proof which can be, and is being, produced, in order to show how all the reports concerning this remarkable drive were based on actual facts and not on the imagination of the correspondent who also made the journey across two continents.

When these absurd rumours reached my ears I at once made it my business to have an interview with Mr. Pope the head of Italia Automobiles at 89, Wigmore Street, London, who at once gave the reported statements a direct denial, and pointed out that cinematographic pictures had been shown in nearly all the great continental cities, and that shortly these would most likely be thrown upon the canyons in some of the London Music Halls and other places. It is a pity that those responsible for the rumours did not take the trouble to verify their truth before throwing them broadcast by means of the press.

A full report of the result of the first week's journeys of the vehicles running in the Commercial Vehicle trials has now been unofficially issued by the technical press. Out of the 56 vehicles which actually started at Chiswick fifteen succeeded in running during the first week without an involuntary stop. The withdrawals numbered only two; the little Targa van in class I having to give up on the first day owing to the breaking of the Clutch fork, and the Miles-Daimler I ton box van in class B, retiring on the fifth day owing to tyre and rim troubles. The latter had proceeded to Reading and from the latter place journeyed to Hungerford, and thence to Bristol, where on the Friday an exhibition was held of the competing vehicles in the Cattle Market, which was officially opened by the Lord Mayor. The Straker Squire and Thornycroft lorries secured non-stops on each of the five days during the first week's run, but this performance is nothing more than expected of such well known makes. The vehicles this week have visited Worcester, Birmingham, Stafford, Newcastle under Lyme, and Manchester, while for next week only four days have been set apart for running, but two Exhibitions have been "there can be no doubt that the B.A.C. have displayed a very deep insight into the requirements of manufacturers, and have also shown their wisdom in arranging for the exhibitions to take place at the various centres of flourishing industries. Seldom has the provincial manufacturer had a chance of inspecting such a lot of commercial vehicles of different designs and makes at his own town, and moreover he must realise that the cars which he has now the opportunity of inspecting have actually accomplished the task allotted, and have not been g.t. up especially for the occasion.

Some of us have always been inclined to believe the War Office as the sleeping corridor of a night express, and we can hardly credit them for the really fine performance which has recently come to light. The question of aerial navigation is attracting the attention of all nations, and it is wise for the government of this country to lend the aid in order to bring the science to perfection. For a long time it looked as if the country were dead so far as this important question was concerned, but with a commendable effort the War Office officials have, in secret, been devoting much of their time in a strenuous effort to perfect a full grown airship. At the present time there is a little encampment of the British Army in Scotland who are busily engaged in erecting their machine safe from the eyes of continental "peeping Toms." Only the privileged few know how the machine is made, but I am informed from very reliable authority that great attention has been paid to its construction and much time and thought given over the difficulties which might possibly arise in time of war, and the best methods have been adopted in order to reduce these to a minimum.

Some of my correspondents have drawn my attention to the tactics adopted by the well-headed cyclists, and point out the great and unnecessary dangers in which they place motorists by their selfish actions. I am fully aware of the spirit which seems to govern some of the users of the roads who apparently have an opinion that no other vehicle has a right to the road when they happen to be requiring it. Sometimes the cyclist will not budge from the middle of the road, and even when the motorist sounds the horn will not take the slightest notice of the warning but continues to move directly in front of the car. Of course we all realise what an unpleasant thing that is, at the same time the crank driver should not forget that it is not so very long ago when pedestrians were more or less up in arms against his humble self. Another trick of the cyclist is to bar the progress of a car when the latter is proceeding up-hill and he takes a huge delight in forcing the chauffeur to change gear. This is not the way of an Englishman, and some step should be taken by those in authority in order to place a more stringent rule on the courtesies of the road. On the other hand all motorists should respect the right of the cyclist, although at the present time many complaints are made against the un-British methods adopted by the motorist road hog.

MIXED CRICKET.

The train was behind time, and I had, therefore, to hurry from the station lest I should be late for the opening of the "Ladies v. Gentlemen" match. It was the first time I had been invited to take part in a game of this description, and I looked forward with pleasurable curiosity to a novel experience. It was novel.

Hastening through the trees towards the cricket field, I almost collided with a couple coming in the opposite direction. I was about to stammer out an apology, when I recognised with surprise my friend Jones, a member of our team, in company with an exceedingly pretty girl wearing our opponents' colours.

"Hallo, old chap!" I exclaimed. "Out already? What did you get?"

Jones looked at me vacantly, and the lady blushed.

"Oh," he said, at length—"Oh, I—er—I've got a duck!" and he beamed upon his companion.

I laughed discreetly, and hurried away. Evidently, I thought, "Jones has found something better than cricket. Artful beggar! I suppose we shall have to play ten a side."

I had not proceeded much further when on rounding a corner I suddenly caught sight of Smith. He was seated in a picturesque attitude on a large tree stump, with his arm round a blushing young lady's waist.

"Ah, Smith!" I cried heartily. "I've caught you."

"Have you?" he answered lazily. "I'm not going out, though. Am I, Madge?"

"Well, it's very nice," I said. "But why aren't you playing cricket?"

"Oh, well! You see, I've been bowled out," and he cast a loving glance on the figure beside him.

"H'm!" I grunted. "It seems to me that it's Capid who's bowled you out."

"Quite so," he replied. "Good-bye. And be careful of that root there, or you'll have a leg break."

"By Jove, this is getting tedious," I said to myself, as I continued my way.

On the edge of the field I came upon yet another couple.

"I say, Brown!" I cried. "What about the cricket?"

"Over!" he responded briefly.

"But, my dear fellow," I gasped, "you don't always go off in pairs when the umpire says 'Over,' do you?"

"Oh, bother, I don't know!" said he. "Ask Robinson."

I espied Robinson some little distance away, with a tall lady on his arm.

"O-o-o-o-o!" I yelled.

"By Jove!" I heard Brown whisper to his partner. "That's a good-length ball!"

As Robinson paid no heed to my hail, I made my way somewhat discomfited towards the wicket. There I found a white coat spread in the centre of the pitch, and the two umpires seated peacefully upon it.

"What is there no cricket?" I inquired as I came up.

"No ball," replied the lady briefly.

"But couldn't you get one somewhere?" I asked.

"Well, the others all thought there was a ball, you see. That's why they're all dancing about there." And she pointed vaguely round the field.

"I don't want to care for dancing," she went on dreamily, "we're sitting it out."

"I understand," I said, turning to her fellow-umpire. "And you?"

He rose to his feet and struck a dramatic attitude.

"Out!" he cried in a terrible voice, "obstructing the field!"

I took the hint and my departure.

Near the pavilion I discovered Wood, our captain, and promptly buttonholed him.

"Look here, Wood," I said sternly. "I demand an explanation. Why this stop?"

He drew his companion closer. "I hope it's a long-stop," said he.

"Now, be reasonable," I continued. "What's the meaning of it? Why is there no cricket?"

"I'm sure I don't know," he answered crossly. "Ask Tompkins."

I turned in despair to Tompkins, who was passing by.

"Tompkins!" I shouted. "I want you."

He turned a vacant eye in our direction, but continued his way.

"That's a cut for three," chuckled Wood. "But don't get worried, old man. Can't you?"

But a sudden thought had struck me, and I was making a rapid calculation.

"Eight—ten—eleven men; nine—ten ladies; two umpires. Wood, there must be a maiden over."

"There is," he answered, pointing to a solitary figure in the distance. "I'm your captain. Get out into the long-field."

"That's all right," I heard him murmur to his companion as I strode away. "It's a safe catch!"—Ed.

BILIOUS NO MORE!

A Farmer's Life-long Suffering from Biliousness, Constipation, Headaches and Dizziness.

How He was Cured at Last by MOTHER SEIGEL'S SYRUP.

The remedy that can cure biliousness, in one who has suffered with it from infancy to the full prime of early manhood, must be a real remedy, and such is Mother Seigel's Syrup. Here is the proof of what we say. Mr. Herbert Shipley, a young married farmer, of Seawick Farm, Epworth, by Doncaster, in a statement dated January 3rd, 1907, says:—"All my life I have been subject to biliousness. I had bilious attacks when a boy at school, and as I grew up they got worse. I have had so many as three distinct attacks in a fortnight. They came on with headache and dizziness. I could not eat, and felt thoroughly wretched. I was nervous, too, and often when out driving I hardly knew how to get out of the way of carts or traps I met. Always the attack would work up, getting worse and worse, till it ended in vomiting. I used to heave, till I could hardly stand, till I felt like sinking into my boots, as I used to say. Then when this was over, I would have a little peace for a time, till the next attack came on. At all times I was plagued with constipation, for which there seemed no real relief.

"So things went on till about a year ago, I was advised to take Mother Seigel's Syrup. I felt better almost from the first dose, though then in the middle of an attack, and soon I was quite well. At the present time I am in thorough good health.

This is a message of hope for the bilious. However long you may have suffered, however severely, Mother Seigel's Syrup will cure you. Take it, and cease to suffer. 58-13

INTIMATIONS

S. MOUTRIE & CO., LTD.

NEW PIANOS ON HIRE

AT \$10.00 PER MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

SOLE AGENTS

FOR

BLUETHNER, RUD. IBACH, RACHELS, ROSENKRANZ, PLEYEL, KEMMLER, HOP. KINSON & HOOFF & HOOFF & CO.

S. MOUTRIE & CO., LTD.,
York Building, Chater Road.

Hongkong, 2nd October, 1907. 38-1

SWATOW DRAWN WORK COMPANY,
35, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL DEALERS in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.
Hongkong, 18th October, 1907. 1185

Abbey's Effervescent Salt

If your Head aches, if your tongue is coated and your mouth tastes bad, if you feel nauseated on rising, if you are constipated, it means that your stomach is wrong and need it badly. Nothing so good for your health as a disordered stomach, nothing so good for a disordered stomach as Abbey's Salt.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C. 355-4

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD. 1297

THE SHANGHAI CLUB.

Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tails 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tails 95 per Tails 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three new Fire and the Club buildings and it is intended that the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tails 1,000, Tails 500, or Tails 100, to suit convenience of applicants.

By Order of the Committee, C. G. CLOSE, Secretary, Shanghai Club, Hongkong, 6th August, 1907. 1305

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTEL, BROCKELMANN & CO., Agents.
Hui g'ong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,119.

AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
1. FIRE FUNDS, 3,386,720 19 8.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 27th April, 1907. 1461

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August, 1905. 29

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

OFFERED.

BOARD AND RESIDENCE at Moderate Terms to a Lady willing to assist in the supervision of domestic arrangements in well-appointed house.

Apply UPPER LEVEL, Care of "Daily Press" Office, Hongkong, 23rd October, 1907. 1701

FIRST-CLASS BOARD & RESIDENCE

AT "BRASIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Braside," 20, Macdonnell Road (late of "Tung Yuen"). 149

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents, 35 & 37, King Loong Street, (1st Street West of Central Market), Telephone No. 516.

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M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.
Good Panoramas Views of Hongkong, recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. late of the Hongkong Typewriting Bureau, 10, Queen's Road Central (First-floor).

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel). The property contains by admeasurement 103,950 square feet. Crown Rent, \$23.00 per annum.

For further particulars, apply to GOLDING & BACLOW, Solicitors, 10, Queen's Road Central. Hongkong, 12th September 1907. 1494

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 at PRAYA EAST. Approximate AREA 1,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 1105

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. 100 for \$0.80. 150 " 1.75. 200 " 2.50. 250 " 3.75. 275 " 5.00. MIXED STAMPS. 500 for \$3.00. 1000 " 10.00. 1500 " 25.00. 2000 " 35.00. 3000 " 95.00.

Also Stamps in bags, sets, &c., &c. ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited. GRACA & CO., Hongkong Hotel Corridor. 1145

SHIPPING.

ARRIVALS.
CHINKIANG, British str., 24th Oct.—Canton.
DAGNY, Norwegian str., 24th Oct.—Canton.
24th Oct.—Dagby 17th Oct.—Beas.
Aagaard, Thoresen & Co.
HUICHOW, British str., 23rd Oct.—Canton.
ITHAKA, German str., 23rd Oct.—Canton.
KWANGKEE, Chinese str., 24th Oct.—Canton.
NINGPO, British str., 24th Oct.—Canton.
SUNNY, German str., 24th Oct.—Canton.
October—Mojji 18th Oct.—Hamburg.
America Line.

CLEARANCES.
A. THE HARBOR MASTER'S OFFICE.
24th October.
Dagby, Norwegian str., for Canton.
Italian, British str., for Swatow.
Ithaka, German str., for Chinkiang.
Lucas, British str., for Saigon.
Suevin, German str., for Haiphong.

DEPARTURES.
25th October.
ZWEKNA, British str., for Sourabaya.
24th October.
EMPEROR OF INDIA, Brit. str., for Vancouver.
Hue, French str., for Kwang Chow Wan.
HUICHOW, British str., for Swatow.
J. DIEDERICHSEN, German str., for Hoihow.
KUMANG, British str., for Singapore.
KWONGKANG, British str., for Canton.
MANILA, British str., for Singapore.
PALEMBANG, Dutch str., for Palembang.
STETTIN, British str., for Tientsin.
WILMINGTON, Am. gubcho, for Swatow.

VESSLS IN DOCK. October 24th.
ABERDEEN DOCKS.—Deli, Manban, H.M.S. Virago, Naimon, Ironto, Progress, Numania, Michael, Joleba.
COSMOPOLITAN DOCKS.—Tosa Maru.

VESSLS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain J. F. Roach, will be despatched for the above Ports TO-DAY, the 25th inst., at 9 A.M.

For Freight or Passage apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 22nd October, 1907. 1898

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above TO-MORROW, the 26th Oct., at Noon.

This well-known Steamer is specially fitted for passengers and is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st October, 1907. 1895

FOR SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship

"JAPAN,"
Captain J. G. Offiant, will be despatched for the above Ports TO-MORROW, the 26th inst., at Noon.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 10th October, 1907. 1686



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZ and PORT SAID.

Taking Cargo at through rates to the BRASSIA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"PERSIA,"
Capt. P. Craglietto, will be despatched as above on MONDAY, the 29th October.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to
SANDER, WIEBER & Co.,
Agents,
Princes' Buildings.
Hongkong, 24th October, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kansai, Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons
"KATHARINE PARK" 5,000 End of Nov.
"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON &c. via usual ports of Call...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at Noon.
MARSEILLES &c. via ports of Call...	YARRA	Frans. str.	—	Sellier	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str.	—	—	MELCHERS & Co.	To-day, P.M.
HAYRE & HAMBURG via STRAITS &c.	HORNSTADTEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 30th inst.
HAYRE & HAMBURG via STRAITS &c.	SILESIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 11th December.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 6th Nov., at Noon.
TRIESTE &c. via SINGAPORE &c.	PERSIA	Aus. str.	—	P. Craglietto	SANDER, WIEBER & Co.	On 28th inst.
CONSTANTINOPLE, DRESSA & BLACK SEA PORTS	KIEW	Rus. str.	—	—	ANNHOLD KARBURG & Co.	Quick despatch.
NEW YORK	HEADLEY	Am. str.	—	—	SHEWAN TOMES & Co.	About 28th inst.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	—	—	On 2nd November.
VANCOUVER via SHANGHAI JAPAN &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 21st Nov., at 4 P.M.
CALLAO and IQUIQUE via JAPAN PORTS &c.	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., Ltd.	To-morrow.
AUSTRALIAN PORTS via PERT DARWIN &c.	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTON & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
VLADIVOSTOK via SHANGHAI	PRINCE WALDEMAR	Ger. str.	—	W. von Sendou	MELCHERS & Co.	On 7th Nov., at Noon.
KOBE	GULF OF VENICE	Brit. str.	—	—	DODWELL & Co., Ltd.	To-morrow.
YOKOHAMA and KOBE	TAISAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th Nov., at 4 P.M.
NAGASAKI & VLADIVOSTOK	PRINCE SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 15th November.
JAPAN	KOWLOON	Ger. str.	k.w.	T. Slach	HAMBURG-AMERIKA LINE	On 28th inst.
CHEFOO & NEWCHWANG	YUJIWONG	Dut. str.	—	Jurjansse	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	JAPAN	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI	KWONGKANG	Brit. str.	—	J. G. Offiant	DAVID SASSOON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	FRONTIN	Frans. str.	—	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 28th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCE LUDWIG	Jap. str.	—	M. Nemoto	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—	C. Binzer	MELCHERS & Co.	About 29th inst.
SHANGHAI	WAISHING	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	End of October.
SHANGHAI	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 31st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	About 1st November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALEMBANG	Brit. str.	—	E. G. Andrews	JARDINE, MATHESON & Co., Ltd.	On 2nd November.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	P. H. Rolfe	P. & O. S. N. Co.	On 9th Nov., at 3 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SERIA	Ger. str.	—	D. C. Gregor, R.N.R.	HAMBURG-AMERIKA LINE	About 10th November.
SHANGHAI, YOKOHAMA & KOBE	SHAMUND	Ger. str.	k.w.	—	MELCHERS & Co.	On 20th November.
SHANGHAI, YOKOHAMA & KOBE	SHAMUND	Dan. str.	—	—	MELCHERS & Co.	Middle of November.
SWATOW via SWATOW & AMOY	YUKUSHU MARU	Jap. str.	—	T. Ito	OSAKA SHOSHEN KAISHA	On 30th inst., at 4 P.M.
SWATOW, AMOY & FOCHOW	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 27th inst., at 9 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAIK & Co.	To-day, at 9 A.M.
SWATOW, NINGPO & SHANGHAI	CHINKIANG	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW & SHANGHAI	NINGPO	Brit. str.	1 m.	Eddy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	SHAOHONG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SWATOW & SHANGHAI	YUOHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 1st inst., at 4 P.M.
SWATOW & SHANGHAI	KUANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 8th Nov., at 4 P.M.
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	To-morrow.
MANILA	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	YUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 1st Nov., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 2nd November.
CEBU & ILOILO	SOROKIANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	E. Houghton	JARDINE, MATHESON & Co., Ltd.	On 7th Nov., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	P. Scambill	MELCHERS & Co.	Beginning of November.
SINGAPORE, SAMARANG & SOERABAYA	ONSANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
JAVA PORTS	TAIPANAS	Dut. str.	—	Fauder	JAVA-CHINA JAPAN LINE	Quick despatch.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO. LD.
ST. PETERSBURG & VLADIVOSTOK.
EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"INDIEN"	On 25th Oct., P.M.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November

For Further Particulars, apply to
MELOCHERS & CO.,
AGENTS.
Hongkong, 15th October, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
MANILA	"LOONGSANG"	Friday, 25th Oct., 4 P.M.
SINGAPORE, SAMARANG & FOURABATA	"ONSANG"	Saturday, 26th Oct., 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 26th Oct., 4 P.M.
SHANGHAI	"WAISHING"	Friday, 31st Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 1st Nov., 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 7th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 9th Nov., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " " 85. " 150.
Calcutta " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtse Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 25th October, 1907. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th October.
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 21st October, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 14th September, 1907. 16

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
† KUMERIC	6,292	Cowley	On 6th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures headroom and stowage in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 23rd October, 1907. 7

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "HRENNIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fan. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd November

SCANDIA ... 2nd December

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

* HOHENSTAUFEN 20th October

SILESIA ... 11th December

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.

BORTHUMUND ... 20th Nov.

SCANDIA ... 2nd Dec.

C. FIED. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GILGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

* HOHENSTAUFEN HAVRE & HAMBURG ... 30th Oct.

* SILESIA ... HAVRE & HAMBURG ... 11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR NAGASAKI & VLADIVOSTOK ... 28th October

Freight and Passengers. [12]

VESSELS ON THE BERTH

FOR VLADIVOSTOK.

THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOK (via SHANGHAI) TO-MORROW, the 28th October.

For Freight and further particulars, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 19th October, 1907. 1648

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamer

"HEADLEY"

will be despatched for the above Ports on or about SATURDAY, the 28th October.

For Freight apply to
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 7th October, 1907.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	About 1st Nov.	Freight and Passage.
LONDON, via usual ports	DEBHI	Noon, 2nd Nov.	See Special Advertisements.
SHANGHAI, MOJI, KOBE	PALERMO	About 2nd Nov.	Freight only.
SHANGHAI, MOJI, KOBE	SYRIA	About 10th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 23rd October, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO and SHANGHAI	"CHINKIANG"	On 25th Oct., 4 P.M.
SWATOW and SHANGHAI	"NINGPO"	On 26th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 29th Oct., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 29th Oct., 4 P.M.
MANILA	"TEAN"	On 29th Oct., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 29th Oct., 4 P.M.
CHEFOO and NEWCHOWANG	"NANCHANG"	On 30th Oct., 4 P.M.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, ROBERT, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE and PERTH.

SWATOW and SHANGHAI "YOHOW" On 31st Oct., 4 P.M.
SWATOW and SHANGHAI "KIUKIANG" On 31st Oct., 4 P.M.
KOBE "TSINAN" On 31st Oct., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th October, 1907.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 29th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON"	Wed., 6th Nov., at Noon.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 15th November.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW "DAIJIN MARU"	Capt. I. SAKURAI	SUNDAY 27th Oct., at 9 A.M.
SHANGHAI VIA SWATOW "SHOSHU MARU"	Capt. M. NEMOTO	TUESDAY, 29th Oct., at 10 A.M.
AMOI AND FOCHOV		
ANPING VIA SWATOW "FUKUSHU MARU"	Capt. T. ITO	WED., 30th Oct., at Daylight.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample, Unrivaled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings, Hongkong, 24th October, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers 240. " 242.
and 1st Class Railways

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Freya opposite Blake Pier.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	Second half of Nov.
TJIMAH	JAPAN	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 25th October, 1907.

Telephone No. 375.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
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Capt. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capt. VON BINZER.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capt. POLACK.		

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Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	961 "
Width of Entrance on Bottom...	884 "
Water on Blocks at Spring Tide	34'
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Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	61'
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Extreme Length...	571 feet.
Length on Blocks...	566 "
Width of Entrance on Top...	86 "
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Water on Blocks at Spring Tide	22'

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NOTICE TO CONSIGNEES.

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will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, 22nd October, 1907. 7

SHIPPING IN PORT.

STEAMERS.
ACABA, British str., 3,174, Wm. Hume, 18th Oct.—New York 27th August, Oil—Standard Oil Co.
BOURBON, French str., 697, Le Bail, 18th Oct. Saigon 17th Oct. General—China.
CARL DIEDERICHSEN, German str., 774, T. Kayser, 8th Oct.—Haiphong & Hoihow 7th Oct. General—Jensen & Co.
CHINKIANG, British str., 1,229, F. Robertson, 20th Oct.—Newchwang and Chefoo 15th Oct. General—Bitterfield & Swire.
CHOWFA, German str., 1,055, F. Spiesen, 14th Oct.—Bangkok 5th October, General—Butterfield & Swire.
DAIJIN MARU, Japanese str., 1,600, I. Sakurai, 25th Oct.—Swatow 22nd Oct., General—Osaka Shosen Kaisha.
DELI, German str., 730, J. Leup, 3rd Oct.—Bangkok 28th Sept., Rice—Molchers & Co.
EMPIRE, British str., 2,843, P. T. Helms, 21st Oct.—Kobe 16th October, General—Gibb, Livingston & Co.
EMPERESS OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 30th Oct.—Vancouver B.C. 1st October, Mails and General—C. P. E. Co.
FORESTDALE, British str., 2,283, 8th Oct.—Samarang 2nd October, Sugar—Butterfield & Swire.
GULF OF VENICE, British str., 1,893, R. J. Orkney, 22nd Oct.—Manila 20th Oct., Sleepers—Dodwell & Co.
HAITAN, British str., 1,183, J. S. Roach, 23rd Oct.—Coast Ports 22nd Oct., General—Douglas, Lapraik & Co.
HILARY, German str., 1,276, H. Necker, 22nd Oct.—Java 13th Oct., Sugar, Cotton and Groundnuts—Java-China-Japan Lijn.
HONG BEN, British str., 2,906, Home, 21st Oct.—Singapore 15th October, General—China.
ITHAKA, German str., 2,000, Coleman, 16th Oct.—Wuhu 12th October, Rice—Hamburg-Amerika Linie.
JAPAN, British str., 3,806, J. G. O'Brien, 22nd Oct.—Calcutta via Straits 7th Oct., General—David Sassoon & Co.
KEONG WAI, German str., 1,115, T. Köhler, 21st Oct.—Bangkok and Hoihow 20th October, Rice and Teakwood—Butterfield & Swire.
KOREA, American str., 5,651, S. Sundberg, 21st Oct.—San Francisco 24th Sept., Mails and General—P. M. S. S. Co.
KOWLOON, German str., 1,478, A. Enigk, 3rd Oct.—Moji 18th October, General—Siemssen & Co.
KUMERIC, British str., 4,005, Fred. S. Cowley, 22nd Oct.—Manila 20th Oct., General—Dodwell & Co.
KWANGLEE, Chinese str., 1,466, R. Lincoln, 19th Oct.—Shanghai 16th Oct., General—China.
KWONGSANG, British str., 1,428, W. Palmer, 23rd Oct.—Shanghai 19th Oct., via Swatow, 22nd October, General—Jardine, Matheson & Co.
LAETES, British str., 1,300, J. B. Jackson, 18th Oct.—Saigon 13th Oct., Rice—China.
LOONGSANG, British str., 1,902, S. J. Payne, 23rd Oct.—Manila via Amoy 18th Oct., General—Jardine, Matheson & Co.
MERPOO, Chinese str., 1,345, John McArthur, 22nd Oct.—Shanghai 19th October, General—China.
MICHAEL JENSEN, German str., 951, H. Bendixen, 21st Oct.—Hoihow 20th October, General—Jensen & Co.
MONTAGLE, British str., 8,958, S. Robinson, 30th Sept., Mails and General—C. P. E. Co.
MORTLAKE, British str., 1,737, F. W. Balten, 22nd Oct.—Simpson & Co.
NINGPO, British str., 1,227, E. Richards, 15th Oct.—Shanghai 11th Oct., General—Butterfield & Swire.
NYMANTIA, German str., 4,381, H. Feldmann, 18th Oct.—Portland 10th Sept., General—P. M. S. S. Co.
ONSA, British str., 1,757, R. Cox, 21st Oct.—Moji 15th Oct., Coal—Jardine, Matheson & Co.
ORIEL, British str., 2,206, G. Maddrell, 20th Oct.—Kuchineta 14th October, Coal—Bradley & Co.
PAKAT, German str., 1,018, J. Wenzel, 17th Oct.—Bangkok 19th October, Rice—Butterfield & Swire.
PAUDERTAL, British str., 2,350, Sannard, 20th Oct.—Tientsin 14th October, Ballast—Mayer & Co.
PETROHABUR, German str., 1,372, Wolff, 22nd Oct.—Bangkok and Swatow 21st Oct., Rice—Molchers & Co.
PROMETHEUS, Norwegian str., 1,023, Korneliusson, 23rd Oct.—Bangkok 13th, via Swatow 22nd Oct., General—Nippon Yusen Kaisha.
PRONTO, Norwegian str., 887, Th. Seeborg, 14th Oct.—Saigon 9th October, Rice—Aagaard, Thoresen & Co.
RURI, British str., 1,511, R. W. Almond, 21st Oct.—Manila 19th October, General—Shewan, Tomes & Co.
TAIHAN, British str., 1,214, J. T. Laing, 23rd Oct.—Saigon 18th October, General—Bradley & Co.
TAIWAN, British str., 1,042, J. A. Martin, 9th Oct.—Saigon 4th October, General—China.
TATSU MARU, Japanese str., 1,984, H. Terimmo, 15th Oct.—Kobe and Moji 9th October, Coal—China.
TOSA MARU, Japanese str., 5,823, J. Nagao, 20th Oct.—Seattle and Shanghai 17th Oct. General—Nippon Yusen Kaisha.
YOLUT, British str., 2,598, C. Skott, 22nd Oct.—Balk Papan 18th Oct., General—Arnold, Karberg & Co.
YETOROFU MARU, Japanese str., 4,168, K. Sato, 23rd Oct.—Moji 18th October, General—Nippon Yusen Kaisha.

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76TH CYCLE TO THE 50TH YEAR OF THE

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